



## Press Release

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**FOR IMMEDIATE RELEASE**

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### **Drivers, bikers share safety responsibility**

**Area III Public Affairs Office**

**CAMP HUMPHREYS, REPUBLIC OF KOREA** – Drivers on Camp Humphreys face a new challenge this summer as more children than ever before will be riding bicycles on the installation.

“More children are living on post since the Army family housing opened last summer,” said Area III Safety Specialist Stephen L. Lincoln. “Drivers need to be cautious of children riding bicycles, especially around the post exchange, the youth center, the library and other areas children tend to frequent.”

Cyclists are becoming more visible at U.S. military installation throughout the Republic of Korea, particularly in summer months.

Lincoln said there may also be an increase in the number of bicycles on the roads as a result of changes to privately-owned vehicle driving privileges that became effective April 22 that prohibit most noncommand sponsored Soldiers staff sergeant and below from owning and operating privately-owned vehicles.

Lincoln said that cyclists and vehicle drivers alike need to be safety conscious in order to prevent accidents.

“Bicycle riders should obey the same rules of the road as other vehicles,” said Lincoln. “Drivers, however, should not assume that all cyclists will.”

Although cyclists are required to comply with established traffic laws and signs whether on or off installation, Lincoln said it is not unusual to see cyclists riding on the wrong side of the road or ignoring stop signs.

Lincoln said that cyclists should ride with the flow of traffic, come to a complete stop at stop signs and use proper arm signals before turning. Cyclists should extend their left arm straight outward to indicate a left turn. A right turn should be indicated by bending the left arm upward.

Wearing protective clothing is also important, according to Lincoln.

“U.S. Army Support Activity Area III Regulation 385-23 requires that cyclists wear a helmet that will meet or exceed the standards set by the American National Standards Institute or the Snell Foundation,” he said. “The helmet must be equipped with either a neck or chin strap securely fastened while the cyclist is in motion.”

The Bicycle Helmet Safety Organization Web site at [www.bhsi.org/fit.htm](http://www.bhsi.org/fit.htm) provides instructions for the proper fitting of bicycle helmets. The objective is for the helmet to be comfortably touching the head all the way around, level and stable enough to resist even violent shakes or hard blows and stay in place. It should be as low on the head as possible to maximize side coverage, and held level on the head with the strap comfortably snug, according to the Bicycle Helmet Safety Organization. The Web site provides step-by-step fitting methods, along with links to other sites with helmet style or safety information.

Helmets with a “CPSC” or “Snell” sticker indicate that the helmet is approved by recognized consumer safety organizations. The CPSC sticker means the helmet meets tough

Consumer Product Safety Commission standards, which were introduced by the U.S. government in 1999. A "Snell" sticker means the helmet is approved by The Snell Memorial Foundation, a nonprofit organization that tests helmet safety and also sets stringent standards.

Reflective vests are also required, said Lincoln. If the cyclist has a backpack, the vest should be visible over the backpack. Reflective belts or sleevelets are not acceptable substitutes for a reflective vest. Cyclists are not permitted to use cell phones, headphones or earphones while riding. Additionally, bicycles operated at night must be equipped with functioning front and rear lights and reflectors.

To prevent bicycle theft, Military Police Investigation officials at Camp Humphreys recommend that bicycles be registered at the local vehicle registration office and that bicycles left unattended outside be secured with a hardened chain or graphite lock rather than an inexpensive plastic-coated cable.

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**Sidebar: Bicycle Safety Facts**

**Source: The Bicycle Helmet Safety Organization ([www.bhsi.org/fit.htm](http://www.bhsi.org/fit.htm))**

- There are 85 million bicycle riders in the US
- About 800 bicyclists die in the US every year
- About 540,000 bicyclists visit emergency rooms with injuries every year. Of those, about 67,000 have head injuries.
- Bicycle crashes and injuries are under reported since the majority are not serious enough for emergency room visits.
- One in eight of cyclists with reported injuries has a brain injury.
- Two-thirds of the deaths here are from traumatic brain injury.
- A very high percentage of cyclists' brain injuries can be prevented by a helmet, estimated at anywhere from 45 to 88 per cent.
- Many years of potential life are lost because about half of the deaths are children under 15 years old.
- Direct costs of cyclists' injuries due to not using helmets are estimated at \$81 million each year.
- Indirect costs of cyclists' injuries due to not using helmets are estimated at \$2.3 billion each year.

- Helmets are cheap. The typical discount store price has risen from under \$10 to about \$15, but there are still models available for under \$10 at major retailers.